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SECURITY INFORMATION
CENTRAL INTELLIGENCE AGENCY

REPORT NO. [REDACTED]

INFORMATION REPORT

CD NO.

COUNTRY USSR (Moscow)

DATE DISTR. 8 Feb. 1952

SUBJECT Moscow/Fili Airframe Plant No. 23

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PLACE
ACQUIRED

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NO. OF ENCLS.
(LISTED BELOW)DATE OF
INFO.

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SUPPLEMENT TO
REPORT NO.REFERENCE COPY
DO NOT CIRCULATE1. Location : Moscow/Fili Airframe Plant No. 232. Production :

a. Twin-engine aircraft fitted with two radial engines, semi-high wing monoplane with double rudder assembly. Elevator assembly with more pronounced sweep-back than wings. Long cockpit on fuselage forward of wings. Gun station on fuselage about halfway between cockpit and tail assembly.

b. Armament : One machine gun in each wing, one machine gun with an estimated caliber of 20 mm in the cockpit or under it; one machine gun mounted in tail and another at the rear end pointing below.

3. Output :

The output seemed to vary a great deal. Fifteen but sometimes only two planes were weekly flown from the factory field by Soviet Air Force pilots.

4. Conversion of production :

In January 1948 the PW camp was evacuated within a few minutes. The PWs believed that the production of another type aircraft, seen by various PWs in a workshop, was to

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start. This type, allegedly fitted with jet engines, was much smaller than the twin-engine bomber.

5. Delivery plants :

- a. Delivery Plant in Balashikha (statement by Soviets and co-PWs who had worked in the plant in 1945/1946).
- b. The engines probably came from a near-by plant, since the trucks delivering the engines were away only a very short time.

6. Subsidiary production :

Source saw that rubber coverings for aluminium fuel tanks were manufactured in one of the workshops. He believes that these coverings were without intermediate layers.

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Comment :

- a. Information available on Airframe Plant No. 23 covers a period up to April 1948. TU-2 type aircraft, as fairly well described by source, were produced there until then, the last monthly rate being from 50 to 60.
- b. As can be seen from previous reports, PWs were employed for occasional odd jobs in the plant also after the evacuation of the PW camp in January 1948. No information has been received on the subsequent production of the plant.
- c. The engines delivered by the Balashikha Repair Plant were probably overhauled there.
- d. New aircraft engines probably come from the engine depot of the aircraft engine plant, an assumption which is supported by the short time trucks took in picking up these engines.
- e. According to a previous report, the fuel tanks were sent to a Moscow plant where they were provided with a rubber covering.

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